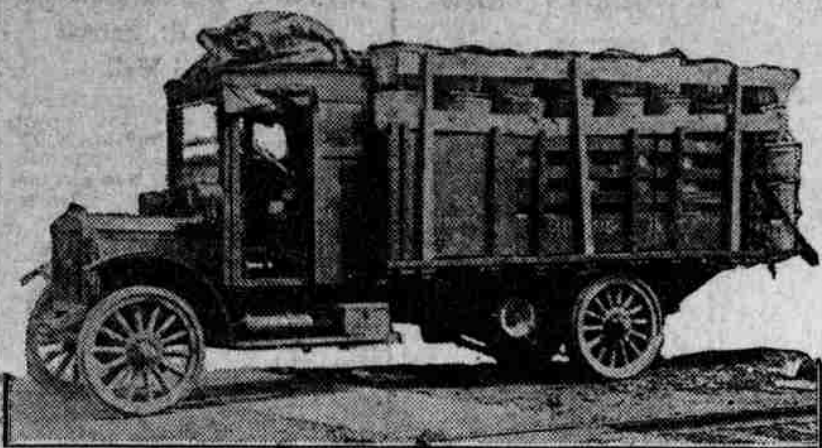


ESTABLISH RATES FOR MOTORTRUCK HAULING



The Peas in This Load Will Go Directly by Motortruck to the Dealer at a Market 15 Miles Away and Arrive in Fresh Condition.

(Prepared by the United States Department of Agriculture.)

The man who plans to operate a motor truck should have a good working knowledge not only of his engine but the entire machinery in general. The wages paid drivers vary in different sections of the country and for trucks of different sizes, ranging from \$2.75 to \$7.50 a day. Depreciation is one of the heaviest annual expenses with a motor, a loss of from 20 to 33 1-3 per cent of the cost of the truck each year being required to cover this charge.

Maintenance Cost.

Data collected by the bureau of markets show that the annual cost of overhauling and repairing the trucks ranges from \$100 to \$900 a year. Those truck operators who make it a point to keep their machines in a constant state of repair have relatively small charges to meet for annual overhauling. On the other hand, those who operate their trucks as long as possible with no regular repairs often have to pay a heavy overhauling charge at the end of the year. Tire expenses, garage rent, taxes, licenses and insurance, overhead expenses, repairs and equipment all swell the annual maintenance costs.

Rates for Hauling.

In some sections there are as many

different systems of computing rates and charges for hauling as there are motor trucks, each owner having an original way of figuring his transportation toll. There are several factors which should be considered in the establishment of rates in any district. The value and the fragility of the load bear a direct relationship to the rate that should be charged. Very valuable or fragile loads involve the greater risk on the part of the carrier and the tariff for the carriage of such goods should be sufficiently high to offset the risk involved. The length of the haul naturally is another prime consideration. Road conditions directly affect operating costs and hence must also be considered in establishing rates. The perishability and bulk of the load must be taken into consideration. Where complete delivery is made from the door of the shipper to the door of the consignee, and service is rendered which is not duplicated by the railroad, this additional service must be considered in fixing the rate. Practically no rates have been established on the basis of cost plus a reasonable profit. A satisfactory rate must be one which is low enough to attract business and high enough to offer a reasonable profit to the operator. Where conditions do not permit the establishment of such a rate, care should be exercised in starting a route.

CLEAN OIL BASE MOST ESSENTIAL

It Should Be Taken Down and Deposits of Oil and Muck Removed Occasionally.

PREVENTS INJURY TO MOTOR

Accumulation of Carbon From Cylinders, Sand From Road and Other Particles Shortens the Life of the Bearings.

(By WILLIAM H. STEWART, President of the Stewart Automobile School.)

What a world of trouble you are storing up for yourself if you do not drop the oil base and clean it. Sediment and muck accumulate faster than you think, and sooner or later you will have a ruined engine on your hands. It is not sufficient to change the oil regularly, as advised by the manufacturer. The oil base should be taken down and the deposits removed occasionally.

The first time you do this you will be surprised at the nature of the accumulations. Small lumps of carbon from the cylinders, sand from the road, even particles of metal turnings left there when your car came from the factory, have all been found in the oil base. But worst of all is the thick muck of burnt oil and carbon which covers the bottom and sides. The grit and other particles are heavy and sink to the bottom, but the muck remains even after the base is drained of the old oil.

Usual Advice to Motorist.

The advice usually given to the motorist may be summed up as follows: "Drain out all the old oil. Replace the plug and fill to the usual level with kerosene. Run the engine not more than 30 seconds and then drain the oil base. Repeat if thought necessary. This stirs up the muck and sediment which runs out with the kerosene. In this way the base and bearings are cleaned with a minimum of effort and without removing the crank case."

"Stir it up," as Hamlet says. Indeed, the grit, which should lie dormant until scraped out by hand, is stirred up and splashed all around the crank case and also carried into the bearings. It forms a fine grinding compound which either shortens the life of the bearings or clogs up the oil holes, causing the bearings to run dry.

Injurious Results.

The result is even worse if the oiling system is one of the pressure type forcing oil through a hollow crank-shaft directly into the bearings. Right into the bearings, mind you! and under pressure, too! Can any one defend this method after realizing what this means? It is not a sufficient answer to say that the oil must pass through a strainer. The finest grit will always pass through and harm is done!

So while it is a dirty job and a disagreeable one to remove the crank case for proper cleaning it is the only way to give your engine the care it really needs.

BATTERY WIRE WILL CORRODE

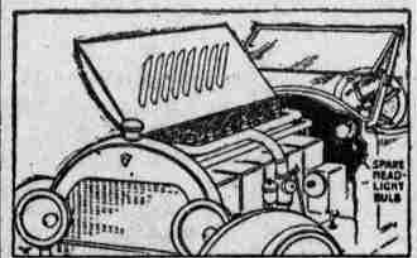
Trouble Is Caused by Sulphuric Acid Gas in Cells, Accentuated by Damp Air.

The inside of copper wire of the sort used for battery connections frequently corrodes until it is completely eaten through, when it parts and a short circuit results. This trouble is caused by the sulphuric acid gas in the cells, accentuated by the damp air about the battery. If the wires are coated at and around the terminals with cup grease the copper will be effectively protected from the acid fumes.

SPARE BULB FOR HEADLIGHTS

Splendid Plan to Mount Socket in Position Shown in Illustration—Light Is Handy.

Every driver of an electrically-lighted automobile should carry somewhere in the car a spare headlight bulb, as these may blow out at any time. Instead of carrying the spare bulb in a



The Spare Headlight Bulb Is Used to Illuminate the Space Under the Hood When Work Is Being Done on the Engine.

box under the seat, it is a good idea to mount a socket in the position shown, connecting it through a simple switch to the storage battery, says Popular Science. The spare bulb thus forms a very convenient light for illuminating the engine, and the socket may be found handy for attaching a trouble light.

CLEAN VACUUM TANK WEEKLY

Unless Foreign Matter Is Removed at Frequent Intervals Carburetor Troubles Ensur.

Once a week or so it is advisable to open the drain cock at the bottom of the vacuum feed tank. It will generally be found that a few drops of rust and water will flow out before any gasoline appears. Sometimes it is necessary to push a wire up the drain cock to start a flow of any sort. The inference is that unless this foreign matter is removed at regular intervals carburetor trouble may ensue.

PLAN FOR ADJUSTING GEARS

Small Pocket Mirror Mounted on Iron Wire Handle Will Be Found Very Convenient.

In adjusting differential gears difficulty is often experienced in seeing whether the gears are meshing properly. A small pocket mirror, mounted on a soft iron wire handle, may be used in much the same manner as a dentist's mirror. Inspection or repair on many hidden and obscure parts is also facilitated by the use of this mirror.

FAMOUS PEACE TREATIES

By H. IRVING KING

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TREATY OF BASLE, 1795.

The Treaty That Brought Recognition to France After Her Revolution.

The fall of Robespierre in 1794 introduced a more moderate and conciliatory spirit into the councils of republican France, while at the same time the victorious campaigns of the French armies cooled the ardor with which the hostile princes who surrounded the young republic had been prosecuting the war. The smaller German princes were especially desirous of bringing such a ruinous war to an end. At a diet of the empire it was declared that Germany had no intention of interfering with the domestic affairs of France and negotiations looking to a satisfactory peace should be begun. Before this France had, since the revolution and the execution of the king, been an outlaw among European nations. In Italy the grand duke of Tuscany was already negotiating with France for a peace, being the first of the European rulers to recognize the French republic. Austria and England, however, declared that the war must go on. But Austria had almost ceased fighting and the emperor retired to Vienna in discouragement. The republican armies held Belgium and the left bank of the Rhine and had even made conquests beyond that river.

Opened Strongholds to French Forces.

The prince of Orange fled to England and the Dutch opened their strongholds to the French forces. Savoy and Nice were in the hands of France, and the Austrians in Piedmont were held in check by Bonaparte—whose military genius was now beginning to be universally recognized and who had been promoted to be a brigadier general.

Spain, which had suffered many reverses, many of her cities being in French hands, was only kept in the coalition by the desire of the king to safeguard the children of Louis XVI and the pressure of the British. Prussia was already negotiating with France. In the spring of 1795 Hardenberg, on the part of Prussia and Barthélemy, an experienced French diplomat, on the part of the republic, con-

cluded at Basle, Switzerland, a treaty which was approved by the committee of public safety, of which Cambaceres was the head. The Jacobins objecting, Cambaceres said: "Do you wish perpetual war? If so, I can tell the people they are ruined by too many demagogues. We shall trace the natural limits of the republic, make sure of the rivers which, after watering several of our departments, flow to the sea; set limits to the countries now occupied by our arms."

The treaty was signed between Prussia and France at Basle on April 5, 1795. By this treaty the Rhine was made the eastern boundary of France until peace was concluded with the empire and a line of demarcation fixed the neutrality of northern Germany, for which Prussia was to be responsible. By a secret article it was agreed that if, at the conclusion of a general peace with the empire, France retained the left bank of the Rhine Prussia should receive a territorial indemnity for its possessions there, the same to be taken from Austria or some other handy nation, and France would see that she got it.

Treaty With Holland.

In May a treaty was concluded with Holland by which Dutch Flanders, Maestricht, Venloo and Flushing received French garrisons. Holland paid an indemnity and gave up half her land and sea forces to France. On July 22 a treaty with Spain was signed at Basle, by which all conquests in that country were abandoned, but Santo Domingo ceded to France. The little dauphin was dead in his prison, but the princess royal it was arranged to exchange for certain French officers. At first France demanded that Spain give her back Louisiana, but that claim was abandoned. A retrocession was forced five years later, however.

Prussia, Spain, the republics of Genoa and Venice, Holland, Switzerland, Turkey, Sweden, Denmark, the Hanseatic towns and Tuscany now followed the example of the United States in entering into peaceful relations with the French republic.

PEACE OF TILSIT, 1807.

Napoleon, the Conqueror, Cut Up Europe to Suit His Needs.

The treaty of Tilsit signified the defeat of the fourth coalition against France, which consisted of Russia, Prussia, Austria, England and Sweden. Napoleon had won the battles of Jena, Auerstadt, Eylau and Friedland; all continental Europe was at his feet; he dictated the terms of peace. The Russian army had been thrown back over the river Niemen in the northeast corner of Prussia. Napoleon went to the town of Tilsit on that river and opened negotiations with Emperor Alexander. The king of Prussia, whose domains were entirely in the grasp of the conqueror, came to Tilsit but was allowed no part in the negotiations.

In a stately pavilion erected on a gorgeously decorated raft anchored in the middle of the river Alexander and Napoleon met on June 25 and began the drafting of a treaty between Russia and France which was signed by the two emperors on July 7. Russia was given practically a free hand in Turkey, allowed to seize, if she could, the Danubian principalities, and, in case Turkey did not assent to the peace, to have all of Turkey in Europe except Constantinople and Roumelia. The two emperors also discussed the fate of Prussia. Frederick William begged the czar to make the best terms he could for him.

What His Reason Disapproved.

Napoleon said to Alexander: "Whatever I grant to Prussia I grant at your intercession," adding that in that matter his "heart caused him to seal what his reason disapproved."

The best terms Czar Alexander could get for his friend the Prussian king, were these: All the lands that Prussia had stolen in the partition of Poland in 1793 and 1795 were taken from her and erected into the Grand Duchy of Warsaw, an independent Polish state. Prussia ceded to Napoleon all her territory west of the Elbe, most of which was added to the new kingdom of Westphalia, which was constructed for Napoleon's brother, Jerome. A small portion of Prussian territory was given to Russia and a small portion to Saxony. King Frederick William was allowed to retain only Old Prussia, Pomerania, Brandenburg and Silesia. And even the latter province had "a string to it," for the king of Saxony, to whom the grand duchy of Warsaw was assigned, was to keep open a military road across Silesia. Prussia was reduced to half her former territory and deprived of her most important towns; for Danzig became a free city and Magdeburg went to Jerome Bonaparte. Prussia was obliged to close her ports against British commerce. A war indemnity of a large amount for those days was imposed on the Prussian nation, and she was allowed to keep a standing army of no more than 42,000 men. She was reduced to a second-rate power.

Frederick William sent for his wife, Queen Louise, in the hope that her wit and beauty might induce Napoleon to recede somewhat from these hard

terms. But she was unsuccessful and on July 9 the treaty between Prussia and France was signed.

Hard as the conditions imposed on Prussia were Napoleon had been too lenient; for he left the bandit nation still in existence, the Hohenzollerns still on the throne, the germs of woes unutterable to future generations. Afterwards, at St. Helena, Napoleon bitterly regretted that "his heart had sealed what his reason disapproved."

Regretted Great Haste.

"It was in too great a hurry at Tilsit," said he. "I should have remained a year on the Niemen and in Prussia and then devoured Prussia. I should have deposed Frederick William and issued a proclamation declaring that the house of Hohenzollern had ceased to reign."

Says Lord Rosebery: "It is strange indeed to observe how heartily, as if by a foreboding, he hates Prussia." Not strange at all, for his keen mind in the retirement of St. Helena saw even more clearly than at Tilsit the danger to the world of Prussianism under the lead of the robber barons of Zollern.

Prussia immediately after the treaty of Tilsit began to circumvent the conditions with regard to her army by instituting short terms of enlistment so arranged as to amount to universal military service, and to prepare the way for her future aggrandizement. One hundred and seven years from the time she seemed utterly crushed she attempted world empire—and nearly "got away with it."

By the treaty of Tilsit Czar Alexander agreed that if England did not assent to the peace he should declare war against her. If Sweden objected he was to send an army into that country.

In Praise of the Arab Steed.

This polyphonic prose about the Arab horse is raked up by George Jennison, in the Manchester Guardian: "Allah made the horse before man, and Allah said: 'I have called thee horse; I have created thee Arab; I have bestowed upon thee the color koumle. I have attached good fortune to the hair that falls between thy eyes. Thou shalt be the lord of all other animals. Men shall follow thee wheresoever thou goest. Good for pursuit as for flight, thou shalt fly without wings. Upon thy back shall riches repose, and through thy means shall wealth come.' And he signed the horse with the ghora in the middle of the forehead—the white star of glory and of good fortune."

Mastering Worry.

The person who knows no worry is a fortunate individual (if such a human being possibly exists), but worry as well as its first cousins, nerves, can be mastered if we sensibly take each day as it comes, smiling at its problems, and forgetting all about that "doubtful future" which some folks declare is full of woes.

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Keeping It Up.

A maid servant applied for a week-end off, as her home was distant, for the purpose of being at home on her parents' silver wedding day.

The leave was granted, and the maid returned.

"Well," said her mistress, "did everything go off satisfactory?"

"Oh, yes, thank you, ma'am," said the girl, "and mother told me to say she is very grateful to you for letting me off."

"And what did your father say?" asked the lady.

"Oh, lor! ma'am," replied the girl, "he wasn't there. He's been dead this 20 years."

That Friend!

"Mother doesn't think she'll go to the theater with us tonight, Albert."

"Is that so? I have got three tickets. What shall I do with the third one?"

"Give it to the man you always go out to see between the acts. He can sit with us and you won't have to go out and see him."

Complimentary to Him.

He—But I asked you, dearest, to keep our engagement a secret for the present.

She—I couldn't help it. That hateful Miss Oldum said the reason I wasn't married was because no fool had proposed to me, so I up and told her you had.—Brooklyn Citizen.

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THAROLD SOMERS, 150 De Kalb Ave., Brooklyn, N. Y.

Mystery Explained.

He stood amid the blaze and splendor of his magnificent mansion, and in his hand he held the portrait of a beautiful woman. His face was pale and haggard, and his lips moved convulsively.

What was this mystery. Was this the picture of his departed wife?

No.

Was it the portrait of his dead but dearly remembered daughter.

No.

What, then, was the cause of his haggard face?

Was it not the same portrait that two minutes ago had fallen from its nail, and raised a lump as big as a hen's egg on his head?

It was.

A Diagnosis.

"Oh, doctor," said a worried looking agrarian. "My wife is in an awful condition! From a medium fat woman she has been reduced to skin and bones. She talks incessantly in a loud squawking voice, begins a sentence and never finishes it, and jumps from subject to subject without uttering anything that has the least sense to it."

"H'm! I see!" returned the physician. "Go home, Mr. Gabbieby, and take out your party line telephone at once. Your wife has been listening in on it too much."—Kansas City Star.

Lots of people make fortunes out of other people's curiosities.

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